

Manbir Waraich

From: Jim Gilligan
Sent: Tuesday, March 24, 2015 7:02 AM
To: Navig8 Success
Cc: Integr8 USA Enquiries; Navig8Group Ops; Integr8 Fuels Archive
Subject: Bunker Confirmation for Navig8 Success @ Bolivar Roads - [Ref:A191942]

Good day Master

We hereby confirm the following order:

Vessel : Navig8 Success (IMO:9418133)
Port :Bolivar Roads
Date Range :26 Mar 2015 - 26 Mar 2015
Buyer :Navig8 Pool Inc.
Seller :Integr8 Fuels Inc
Physical Supplier :JAM Marine Services LLC
[[A191942]]

Product	Spec	Min Quantity - Max Quantity
LS MGO DMA (Max Sulphur: 0.1%)	ISO 8217 2010	250 MT - 250 MT

Agent : Moran Gulf Shipping Agencies
Agent Contact : Richard Bradley
Moran-Gulf Shipping Agencies, Inc.
3709 Fatta Drive / Dickinson, TX 77539
Tel: 281-534-2501 (24 Hours) Fax: 281-534-2573 Mbl: 281 889-3461
Gal@MoranShipping.com www.MoranShipping.com

TIME BAR FOR QUALITY CLAIMS FOR THIS ORDER IS 15.00 DAYS.

AGENTS TO ENSURE SAMPLES COLLECTED PROMPTLY FROM THE VESSEL AND DESPATCHED BY COURIER ASAP PER OWNER'S/ MASTER'S INSTRUCTIONS.

Please follow your Owner's advice regarding minimum bunker reserves however, as a minimum, your vessel is required to maintain at all times at least 3 days steaming reserves on the fuel oil. While receiving bunkers, mixing of bunkers on board is to be avoided as far as possible and while giving bunker intakes, please advise quantities with and without commingling. Prior to receiving bunkers, please satisfy yourself with regards to its quality and quantity - this must agree with our stem and the Owners quality requirements. Gauging of bunker barge soundings or meter readings if soundings not possible (of ALL tanks, whether or not nominated for discharge) prior to and after supply and sealing of the bunker sample must be witnessed by the ship's officer. If supply to be done via pipeline or truck, opening and closing gauges must be witnessed at the tank truck or pipeline as applicable. Should safe access to the supply vessel not be available, this must be brought to the attention of Navig8 immediately and a letter of protest should be issued accordingly prior to the commencement of supply. Any discrepancy noted during bunker supply in excess of 3.0mt must be immediately brought to the notice of Navig8 by a telephone call AND an email notification. This is to be done whilst hoses are connected- any discrepancy noted after the BDR has been signed will be fully for owners account. Additionally, if a discrepancy is noted and a representative from your vessel did not witness BOTH the opening and closing gauges onboard the supply vessel, this too will be fully for owner's account. Should the discrepancy not be able to be resolved prior to barge casting off, a letter of protest must be issued at the time of delivery and every attempt should be made to make a note on the BDR (keeping in mind that some port state controls do not permit any comments on the BDR – if a

comment is not permitted on the BDR, please issue a letter of protest for this as well). Once the BDR is signed by the vessel, the quantity endorsed on it is binding on all, irrespective of any letters of protest issued. Please ensure samples collected while bunkering are:

- a. drawn by the drip method, taken for the entire duration of the bunkering
- b. drawn at the point of custody transfer, which is usually the vessel's manifold. Some local requirements may require this point to be at the barge manifold
- c. samples drawing and sealing MUST be witnessed by all concerned parties, viz. Vessel rep, barge rep and bunker surveyor, if appointed. If for any reason the barge or the shore facility or the ship staff cannot witness the sampling, this is to be immediately brought to our notice. Only the sealed sample signed for the above by the ships' staff, the barge rep and the surveyor (if appointed), collected by the suppliers and endorsed on the BDR, will be considered as the binding sample.
- d. In case of any off-spec claim, please note only the representative sample drawn as per above will be re-analysed, and the results thereof will be binding upon all.
- e. The sample seal numbers are to be endorsed on the BDR and bunkering statement of fact, which is signed by all parties.
- f. It is important no air blow is allowed during or after bunkering operations. Please ensure the ship staff adopts adequate measures to ensure any 'cappuccino effect' is detected prior to signing the BDR. This would entail, amongst others, keeping a check on the bunker hose for abnormal noise/ movement, checking the surface of the oil in the bunker tank and the sounding tape for frothing.

Bunker samples are to be retained on board for a minimum period of twelve months from the time of delivery.

In case your Owners have contracted for the bunker samples to be analysed, please follow their instructions and off land the samples with the local agents for onward delivery.

Please email a copy of the BDR upon completion of bunkering to ops@navig8group.com and bdn@integr8fuels.com.

Bunkers are to be consumed on the basis of first in first out, unless instructed otherwise by Navig8. For low sulphur fuels, these are to be used only in the SECA and the EU Ports as applicable.

Please ensure you issue protests and notify us immediately if there are delays experienced during bunkering- eg slow pumping or barge not arriving alongside within 2-3 hrs of vessel's arrival at the bunkering position. Protests to be issued for quantity discrepancy as well.

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